

The Hong Kong Telegraph.

No. 61.]

HONGKONG, WEDNESDAY, AUGUST 24TH, 1881.

[PRICE—\$16 PER ANNUM.

Shipping.

UNION LINE.

FOR SHANGHAI.

THE Steamship
"CASTELLO,"
Captain Coates, will be despatched for
the above Port TO-DAY, the 24th
Instant, at Noon, instead of as pre-
viously notified.

For Freight or Passage apply to
RUSSELL & Co.
Hongkong, August 23rd, 1881.

FOR MANILA.

THE Steamship
"ESMERALDA,"
Captain Talbot, will be despatched for
the above Port TO-DAY, the 24th
Instant, at 4 p.m., instead of as pre-
viously notified.

For Freight or Passage, apply to
RUSSELL & Co.
Hongkong, August 23rd, 1881.

LE CERCLE-TRANSPORTS.

SOCIÉTÉ ANONYME D'ASSURANCE
MARITIME MARSEILLE.

CAPITAL SUBSCRIBED....15,000,000 Francs.
CAPITAL PAID-UP.....3,750,000 Francs.

The Undersigned, having been ap-
pointed AGENTS of the above Company,
are prepared to GRANT POLICIES
on MARINE RISKS to all parts of
the World.

ARNHOLD, KARBERG & Co.
Hongkong, 15th June, 1881.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE.

During my absence from Hongkong,
Mr. ROBERT COOKE will act as
Secretary.

By Order of the Board,
D. GILLIES,
Secretary.
Hongkong, 15th June, 1881.

ECA DA SILVA & Co.

GENERAL COMMISSION AGENTS
AND AUCTIONEERS.

IMPORTERS OF PARISIAN
GOODS, SPANISH WINES, AND
GENUINE HAVANA CIGARS.

Special lines in Fancy and Plain
SATIN, SILK, AND GAUZE DRESSES.
A variety of Richly TRIMMED
COSTUMES, from the first houses
in Paris.

Elegant Dressing & Morning
GOWNS.

BATHING DRESSES in the latest
Style.

MUSLIN SHAWLS, CRAVATS,
and FICHUS.

An assortment of Fine FRENCH
CORSETS.

Ex recent Mail Steamers.
Ladies' and Children's STRAW
HATS, in great variety.

PARASOLS and UMBRELLAS.
RIBBONS and SASHES of every

description.
Silk and Lisle Thread STOCKINGS.
COLLARS and CUFFS in latest
fashions.

SATIN and KID STOCKS.

White and Colored KID GLOVES.
Gentlemen's SILK and SATIN

SCARVES.

French BOOTS and SHOES.

A large collection of Elegant Arti-
cles suitable for presents, from the

Grand Magasins du Louvre.

Pièce & Lubin's Célébrated

PERFUMES.

The most varied collection of Fancy

Goods in the Colony.

SHERRIES of the Finest Quality

at extremely low prices.

Note the address, 48, Queen's-road

Central.

Hongkong, 15th June, 1881.

Auctions.

PUBLIC AUCTION.

THE Undersigned have received in-
structions to sell by Public Auction, on

SATURDAY,

the 27th August, 1881, at 2 p.m.
at the Cosmopolitan Club, No. 151
Staunton Street (opposite the Union
Church)—

The whole of the
HOUSEHOLD FURNITURE, &c.,
comprising:—

Sofas, Easy Chairs, Book Cases,
Card Tables, Chairs, Mirrors, Gasoliers,
Chromo-Lithographs, and Oil Paint-
ings, Dining Table, Bar, Glass and
Crockery Ware, Wardrobes, Wash-
stands, &c., &c., &c.

A Cottage Piano.
One Steel Plate English Billiard
Table, with Balls, Cues, &c.

One American Carom Table, com-
plete, by Phelan.
One American Carom Table, com-
plete, by F. Strahle & Co.

Two Bowling Alleys, with New
Balls and Pins.

The whole of the
OFFICE FURNITURE,
One Parlour and one Cooking Stove.
Also,

The entire Stock of Very Superior
WINES, Champagnes, Beer, &c., &c.,
Catalogues will be issued.
Terms of Sale.—As customary.

ECA DA SILVA & Co.,
Auctioneers.
Hongkong, August 17th, 1881.

AUCTION OF MACHINERY.

MESSRS. GENATO & Co. have
been instructed to sell by
PUBLIC AUCTION,

on the 15th proximo, unless previously
disposed of by private agreement, all
THE MACHINERY
of the

SAN MIGUEL FOUNDRY,
MANILA.

Consisting of Turning Lathes of all
descriptions, Planing, Punching, and
Shearing Machines, Drilling Machines,
Tools, Sets of Stocks and Dies (Whit-
worth's), Tube Expanders, Root's
Blowers, Cranes, and a large stock of
Plate Iron and Bar Iron, Shafts of
from 4 to 10 inches diameter round
and square, &c., &c.

They will also offer for sale a com-
plete

SUGAR REFINERY PLANT,
perfectly new, never having been used,
built by SHEARS & SONS, London, com-
prising Copper Vacuum Pan, Double
Bottom Pan, Engine and 2 Boilers, 4
Copper Bag Filters, Set of Tanks, 2
Treble Barrel Copper and Gun Metal
Pumps, and other attachments.

The plans of the said Refining Ma-
chinery will shortly be on view at
the Office of this Paper.

Hongkong, August 23rd, 1881.

J. AND R. TENNENT'S ALE and
PORTER.

DAVID CORSAR & SONS'
Merchant Navy)

Navy Boiled
Long Flax
Crown

APNHOLD KARBERG & Co.

Hongkong, 15th June, 1881.

NOTICE.

L A U T S Ü N S A M,

MEDICAL PRACTITIONER AND
DENTIST, AND WATCH
AND CLOCK MAKER.

Sewing Machines and every de-
scription of Mechanical Appliance and
Musical Instrument repaired. All
orders executed promptly, in the best
possible style, and at moderate charges.

No. 107, WELLINGTON STREET,
HONGKONG.

Intimations.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE Half-yearly Meeting of the
Shareholders will be held in the
Office of the Company, No. 11, Praya
Central, on MONDAY, August 29th,
1881, at 3.30 p.m., for the purpose
of receiving the Report of the Directors
and a Statement of Accounts to 30th
June, 1881.

The Transfer Books of the Company
will be closed from the 15th to the 29th
instant, inclusive.

By order of the Board of Directors,
R. COOKE,
Acting Secretary.

Hongkong, 9th August, 1881.

HONGKONG HUMANE SOCIETY.

THE Annual Meeting of the Mem-
bers of the above Society will be
held at the Chamber of Commerce
Room, City Hall, TO-DAY, the
24th August, at 5 p.m., for the purpose
of receiving the Report of the Com-
mittee, a Statement of Accounts, and
to elect officers for the ensuing year.

Members and others taking an in-
terest in the Society are invited to
attend.

T. R. FISHER,
Honorary Secretary.
Hongkong, 19th August, 1881.

PRELIMINARY ANNOUNCEMENT.

THE ENGLISH and AMERICAN
VARIETY COMBINATION
will arrive in Hongkong by an early
steamer from Manila, and give
THREE ENTERTAINMENTS
of their Startling and Wonderful
Performances.

The Company is now giving its fare-
well performances in Manila to crowded
houses.

J. S. LEOPOLD,
Manager.
Manila, Aug. 12, 1881.

A NATIVE of INDIA, just return-
ed from England, would be glad
to communicate with any one requiring
the Services of a CLERK or SHOP
ASSISTANT. Salary no Object.

For further Particulars, apply to
"J. F.," at the Office of this Paper.

Hongkong, August 11, 1881.

HONGKONG & WHAMPOA DOCK COMPANY, LIMITED.

SPECIAL NOTICE.

THE Public are informed that the
Scrip in the above named Com-
pany, for Shares numbered 5640, 5641,
5642, and 5643, has been stolen, and
that application has been made that
the same may be cancelled and New
Scrip issued.

Hongkong, 30th July, 1881.

HONGKONG ICE COMPANY, LIMITED.

SPECIAL NOTICE.

THE Public are informed that the
undesignated Scrip in the
above-named Company has been stolen,
and that application has been made that
the same may be cancelled and New
Scrip issued.

Scrip No. 43, dated 14th January,
1881, for 5 shares Nos. 297/301.

Scrip No. 196, dated 23rd March,
1881, for 5 shares Nos. 756/760.

Hongkong, 30th July, 1881.

D. K. GRIFFITH & Co.

MANUFACTURERS OF THE LONDON AERATED WATERS,

AND GENERAL AGENTS.

7, Beaconsfield Arcade.

For Sale.

KELLY & WALSH

Large Stock, New Pipes.

Sweet Caporal, Old Judge, Entre Nous

and other popular Cigarettes.

Empress of India Cigarettes.

New Birthday Cards.

New Scrap Albums.

All the Novelties from Vienna, Lon-
don, Paris and America.

Summer Games, Lawn Tennis, Croquet,
&c.

New Fine Art Goods.

New designs in Playing Cards.

The Japaneese Lacquer Playing Cards.

Mathematical Instruments.

Colour Boxes and Artist's Sundries.

New Moon and Nano Cards.

New designs in Stationery.

A new stock of Tauchnitz Novels.

A large stock of well finished European

ACCOUNT BOOKS in full and
half binding, also Ladies' and Gen-
tlemen's Chit Books.

Hongkong, June 15th, 1881.

SAYLE & CO.

ARE now showing in the Gentle-
men's HOSIERY and
OUTFITTING DEPARTMENTS.—

Lisle Thread HALF HOSE.

White and Colored COTTON HOSE.

Balbriggan HALF HOSE.

Silk, and Spun Silk HOSE.

Smedley's GAUZE MERINO VESTS.

India GAUZE SINGLETS.

Smedley's GAUZE MERINO PANTS.

Anglo-Indian GAUZE PANTS.

Bathing DRAWERS and BRACES.

SILK UMBRELLAS.

STRAW HATS in great variety.

White LONG CLOTH SHIRTS.

A. S. WATSON & Co.
WHOLESALE AND RETAIL
DRUGGISTS,
GENERAL CHEMISTS,

AND
Manufacturers of the following
AERATED WATERS, viz:
SODA, TONIC, SARSAPARILLA,
AND POTASH, LEMONADE,
GINGERADE, RASPBERRYADE,
AND PHOSPHORIC CHAMPAGNE.

Deliveries in Town and Harbour from
7 A.M. to 7 P.M.

SHIPS' MEDICINE CHESTS REPAINTED,
PASSENGER SHIPS SUPPLIED.

Prompt Attention given to Coast
Orders.

HONGKONG DISPENSARY,
HONGKONG.
SHANGHAI PHARMACY,
SHANGHAI.
CANTON DISPENSARY,
CANTON.
THE DISPENSARY,
FOOCHOW.

Notices to Correspondents.

All communications should be addressed to the Editor "Hongkong Telegraph," 15, Wellington Street.

All letters for publication must be written on one side of the paper only.

Correspondents are requested to forward their names and addresses with all communications intended for insertion, not necessarily for publication, but as evidence of good faith.

Notices to Subscribers.

Subscribers who do not receive their newspapers within thirty-five minutes after the time of publication will oblige by communicating with the Editor.

Domestic Notices, if properly authenticated, will be inserted free of charge.

THE

Hongkong Telegraph.

HONGKONG, 24TH AUGUST, 1881.

THE one satisfactory feature proved by the strong wind and heavy sea which raged with so much violence throughout Sunday night and the whole of yesterday, is the thorough stability of the new Praya Wall.

The sea lashed against the wall with great violence, flooding the whole extent of the Praya from the Murray

Pier to the Italian Consulate, without having the slightest effect on its strength. The "backing" of concrete was also apparently uninjured, although at the junction of the concrete with the ordinary portion of the roadway, the road suffered a good deal of damage, and it seems almost certain that without this "backing" the wall itself would not have gone through what was undoubtedly a trying ordeal scathless.

It is doubtless very satisfactory to a great many individuals, now that we are out of the wood, to go about pooh-poohing the idea of there being anything approaching a typhoon within hail of us, and making light of the storm we have just encountered.

Nothing, however, can remove the fact that the reading of the barometer yesterday afternoon, 29.278, was the lowest registered in Hongkong for a great number of years, and further, that if the hundreds of native craft which usually crowd our harbour had not been notified of the near approach of bad weather, and taken advantage of this information to the fullest extent, we should have seen our shores lined with the wreckage from hundreds of junks and sampans, and strewn with thousands of dead bodies. No Chinese boat or sampan could have lived in the sea, which "boiled up" through the harbour in a most extraordinary fashion, and to seek shelter alongside either of the wharves meant certain destruction. The wreckage at the wharf of the Peninsular and Oriental Company furnishes satisfactory evidence on this point. The weather telegrams from the Manila Observatory have been consistently ridiculed and laughed at by the Hongkong gossips, but in this particular instance there can be little doubt that their thorough usefulness has been practically demonstrated, in so much as

ample preparations were made to meet the expected bad weather many hours before it actually appeared.

We are unable to understand why the Praya Wall was built no higher than the level of the road. For all purposes of practical utility and usefulness it would surely have been better to have raised it, say from two to three feet above this level. The expense could not have been enormous, and the manifold advantage accruing from this extra protection, both to the Government and the property owners, shop-keepers and residents generally, along the extent of the Praya, would have justified any additional cost. Along the Praya Central the road is frequently flooded to a considerable extent when the tides are extraordinarily high, which would not be the case if the wall were raised two or three feet, and this must entail considerable expense in keeping the road in thorough repair. As a result of yesterday's storm nearly the whole length of the Praya road will require extensive repairs, and we are quite certain from our own personal observations when the wind and sea were at their worst, that an extra, protecting wall, rising about three feet above the level of the footpath would have maintained the road in fairly good order, and at the same time prevented the flooding of the Chinese shops already referred to. The subject is at any rate sufficiently important to demand consideration at the hands of the Government. If the Praya is rendered impassable, thereby suspending every kind of business, by a comparatively minor gale like that of yesterday, when the tide was certainly not particularly high, residents in that excellent thoroughfare would have a lively time if it should ever happen to be again visited by a regular typhoon, something akin to the never-to-be-forgotten visitation of 1874.

LOCAL AND GENERAL

The American ship *Daniel Burnes* came out of the Cosmopolitan Dock this morning.

Mr. Parnell has publicly expressed his intention of continuing the Agrarian agitation in Ireland at the expiration of the present session of Parliament.

We would remind our readers that the Meeting of the Hongkong Humane Society, at the Chamber of Commerce Room, City Hall, called for the 22nd inst., but postponed, will take place this afternoon at 5 p.m.

The Steamboat Company's bulk *Kinshan*, which was driven on the rocks in Kowloon Bay during the recent gale, was safely towed off this morning by the tug-boats *Fame* and *Pilot Fish* and the steam launch *Antelope*.

It is stated in the Irish papers that the ship *Queen*, belonging to Newcastle, after having been knocked about for some months in the Atlantic in a dismasted and water-logged condition, has been captured at last and safely towed into Cork Harbour.

A statement has been published to the effect that in the three years 1878-1881 the mileage of the American railroads was increased by 15,130 miles, and the stock and funded debt by 719,852,000 dollars. Such a fact is "a note of warning" in itself.

The negotiations with France for a renewal of the Treaty of Commerce on a rather different basis, which have been in course of progress for some considerable time, are reported to have come to a standstill; doubtless owing to differences of opinion, which might fairly have been anticipated.

We understand that Messrs Siemens, the celebrated electricians, inspired by the success which has attended the opening of the electric railway near Berlin, now entertain the hope of being able to work the underground Railway in London and that through the Gotthard Tunnel by the same means.

A telegram from London, dated the 20th instant, states that General Garfield is rallying from his late relapse. It would appear that very grave doubts are still entertained as to his ultimate recovery, and we observe from our latest files of San Francisco papers that it was feared that, even in the event of recovery, the President would lose the use of both legs.

With reference to the condemnation of Turkish Pashas for planning the alleged murder of Sultan Abdul Aziz, the *Times* Constantinople correspondent declared that if the sentence on Midhat Pasha had been carried out his execution would have been simply a judicial murder, perpetrated from motives of political vengeance and personal enmity.

We notice the arrival yesterday of British steamer *Anjer Head*, Captain Alfred Roper, from Cardiff and Singapore, consigned to Messrs. Douglas Lapraik & Co. She is a new vessel, and behaved remarkably well while in the outer circle of a typhoon between Hainan Island and the Paracels. The wind commenced at N., then N.W., and died away at S.W. Lowest barometer reading, 29.42.

The U. S. gunboat *Palos*, which arrived here this morning, reports left Amoy for this port at 9 a.m. on the 21st inst.; at 3.30 p.m. same day experienced threatening weather and falling barometer, anchored under Namo Island. Had heavy gale all Sunday night and Monday. Winds from East by North and East. Lowest reading of barometer, 29.69, at 4 a.m. Sunday.

According to intelligence received in London, ratifications of the Treaty between China and Russia have been exchanged. The contents of this treaty had not been made public in Europe, but it was currently believed so far as the rectification of frontier was concerned, that the whole of the province of Kuldja, the cession of which brought Chung How into such dire disgrace, had been retroceded to China. Rumour in this instance was correct.

An action for libel by the proprietor of the Whitechapel Bell Foundry against Sir Edward Beckett was recently concluded at Westminster. In letters to the *Times*, defendant characterised the plaintiff's firm as the oldest and worst founders in England, and the famous "Big Ben" of Westminster, which they had founded, as a disgrace to the nation and its founders. For this uncompromising criticism the jury mulcted the defendant in £200 damages.

Our American friends being rather behind the Old World in the number of its statues to great public characters, have hit on a method, which if properly carried out will soon enable them to make up their leeway. We are gravely informed that a marble statue, or tablet, will be placed on the new building about to be erected at the spot where Mrs. O'Leary's cow kicked over the lamp which started the great fire in Chicago.

We understand that the Railway Companies who are now to guarantee most of the money for the construction of a bridge across the Forth have had several designs before them from eminent engineers of the proposed structure. No decision upon these, or upon any question concerning the engineering of the bridge, has, however, been come to. What has been definitely resolved upon is, that the bill abandoning the proposal to bridge the Forth should be withdrawn.—*Scotsman*.

An amusing incident is reported to have taken place during Mr. Henry Irving's recitation at St. James's Hall. Mr. Irving was reciting a poem entitled "The Uncle," and when he came to the line, "My uncle took me on his knee and said," a stentorian voice from the coulisse at the back of the hall called out "Strawberries, fine strawberries." A smile was seen on every face, including that of the popular actor, who finished his recitation without further interruption.

We are glad to observe from recent home papers that a statue of Mr. Gladstone, executed by Mr. Albert Bruce

Joy, will very shortly be sent to the foundry at Thames Ditton, and when cast in bronze will be set up in the East End of London. It is presented to the City of London by Mr. Theodore Bryant, of the firm of Bryant and May, and is over nine feet in height. Mr. Gladstone is represented standing in the act of delivering an address. The costume is the ordinary morning dress of the nineteenth century gentleman, with the addition of a loose overcoat, thrown open in front.

We gather from statistics published on emigration from the Clyde the following interesting facts:—During the past month (4th June) the total emigration from the Clyde numbered 4,878 persons, 4,058 of whom proceeded to the United States, 747 to Canada, 25 to Australia, 41 to New Zealand, and 7 to other places. The emigrants to the United States included 2,182 foreigners, chiefly Germans and Scandinavians, with a smattering of Slavs (Bohemians and Poles). All the emigrants to Canada were Scotch, of a superior type, chiefly small farmers and agricultural labourers, and a few miners and skilled mechanics. The number is nearly 2,000 short of last month, which was 6,835, and about the same number over that of the corresponding month last year, which was only 2,951.

The Ocean Co.'s steamer *Titanachus*, Captain Jones, which arrived here from Liverpool this morning, reports:—Left that port 5th July, and had fine weather to the Arabian Sea, then fresh and moderate winds to Bay of Bengal; from thence to Singapore moderate monsoon, and arrived at latter port on the 14th inst. Left again for Hongkong on the 15th, and had light S. and S.W. winds up to Macclesfield Bank, when the weather began to be boisterous and showed every appearance of an approaching typhoon; wind between N.W. to W.N.W., constant lightning and rain; kept engine working slow and at half-speed while the wind was blowing violently; wind continued moderating and increasing until 10.30 p.m. on the 23rd, at which time it culminated in a terrific thunder and lightning storm, with blinding torrents of rain. From thence to port moderate S.W. to S.E. breeze with overcast sky.

The British steamer *Tientsin*, Captain Robinson, reports:—Left Chin-kiang at 4.30 p.m. 15th instant, and on the 17th at 8 p.m. anchored off Tungsha Lightship in a strong gale and high sea. On the 18th at 5.30 a.m., wind moderating, hove up and proceeded, and experienced moderate S.E. winds and cloudy weather to Namo. On 21st instant, barometer at 29.79, and falling, wind at N.E. by E.; at 8.23 passed Cape of Good Hope, the wind now blowing fresh. At 10.30, wind blowing a gale from same direction, bar. 29.68, ship running under foresail; at 11.30, passed Breaker Point and steered S.S.W. to get an offing, Breaker Point N. by W. 19 miles. On the 22nd instant at 2 a.m., wind blowing with typhoon force, hauled up foresail and hove ship to, head to sea, wind East, bar. 29.52; wind and sea rapidly increasing. At 4 a.m. wind E.S.E. bar. 29.52. This weather continued till 8 a.m., when it slightly moderated, bar. 29.57, but heavy squalls of rain continued. At noon wind decreasing and barometer falling again 29.52. At 4 p.m. strong gale with high sea, bar. 29.54; at 8 p.m. wind and sea rapidly decreasing, barometer went up to 29.65; and up to midnight same weather. On 23rd at 6 a.m. weather moderate and fine, wind S.E. bar. 29.70; thence to Port light S.S.E. wind and cloudy weather.

A recent number of the *Newcastle Chronicle* says:—The tide of prosperity in the shipbuilding industry, which has been on the flood for some two years or more, now continues to flow on with steadily increasing volume, bearing on its buoyant bosom abundance of remunerative employment to many thousand of skilled artisans, mechanics, and unskilled labourers. When the returns of the number of vessels and the amount of tonnage built during the year 1880 were published, there were not a few who held the opinion that the creation of new steamers had about reached its highest point, while others again emphasised this notion by asserting that the trade was being overdone. The forebodings of such pessimists have

been strongly belied by the amount of work turned out of the several shipbuilding yards on the banks of the Tyne and Wear during the six months ending June 30th. On the former river there have been no fewer than 53 steamers, measuring close upon 80,000 tons register (gross), launched into their so-called "native element." Or, in other words, there has been created on the Tyne alone since January 1st, 1881, an iron steam navy capable of carrying 120,000 tons dead weight of cargo, and representing a nominal horse power of engines of fully 10,000. On the neighbouring river the figures of the six months' work speak with still greater force of the great activity and value of the industry, the Wear builders having with 49 steamers produced over 82,000 tons, or nearly 3,000 tons more than the returns of the Tyne total. This indicates an amount of enterprise and activity which will surprise the Tyneside builders and cause them to look sharply after their laurels. The output of the two rivers shows that during the past six months there have been launched slightly over 100 steamships capable of carrying a quarter of a million of tons of merchandise.

As the interests of the Hongkong and Whampoa Dock Company, Limited, are identical with the interests of the general public, the following account of proceedings at Kowloon during the heavy gale of the 22nd and 23rd inst., for which we are indebted to the courtesy of Mr. James G. Liddell, the popular Superintendent, is worthy of notice:—Sunday morning commenced to make preparations for bad weather, secured *Hui-loong* in small dock, seeing that she had holes in her bottom sufficient to sink her in the event of the dock being flooded; got out chains from bows and quarters of chop *Oscilla* which was in large dock, made fast all windows and doors of the various work shops and stores, and secured all loose timber. In consequence of the low barometer in the afternoon, and threatening appearance of the weather, *Fame* got up steam and towed *Kinshan* to an anchorage in the Bay, and *China* to Stone-cutter's Island, *Pilot Fish* going there about the same time; wind increased during the night, but docks sustained no damage as they are well sheltered. Wind from W. or N.E. Monday morning:—Sea had risen so much as to commence flooding the large dock, so deemed it advisable to scuttle the *Oscilla*, which was accordingly done. About 10 a.m. noticed *Kinshan* on shore with ensign hoisted union downwards. Captain F. Ashton, of the steamship *Hailong*, gallantly volunteering to go off to her, a crew of boatmen belonging to the Dock was soon picked up, and the boat, in charge of Captain Ashton, started to the *Kinshan*, but on reaching her it was found that the crew did not wish to leave her in the meantime, but wished a tug to take the vessel off the rocks; of course, in the state of the weather, this was impossible. About a couple of hours afterwards they left in their own boats, as it seemed likely from the appearance of the weather that the vessel would not hold together till morning. As the wind veered round to the eastward a few mat-sheds over the various craft in course of construction at the Docks were blown down, but no other damage worth mentioning was sustained. There is every probability of the *Kinshan* coming off the rocks at the first high tide.

THE LEGISLATIVE COUNCIL.

A Meeting of the Legislative Council was held at the Government Offices yesterday afternoon. The following members were present:—H. E. the Governor; Mr. F. Snowden, Acting Chief Justice; Mr. M. S. Tonnochy, Acting Colonial Secretary; Mr. E. L. O'Malley, Attorney General; Mr. W. M. Deane, Acting Colonial Treasurer; and Messrs. P. Ryrie, Ng Choy, F. Bulkley Johnson, and E. R. Bellilios. The minutes of the previous meeting having been read and confirmed, the Governor made reference to the re-appointment of Mr. Marsh, our Colonial Secretary, as Auditor-General of Cyprus and explained that this officer was now drawing no salary from Hongkong, although his extra six months extension of leave would, by arrangements made with Her Majesty's Government, be

allowed to count towards his pension. His Excellency also referred to the resignation of Dr. Stewart, and to the appointment of Mr. Tannochy and Captain Deane to the acting offices of Colonial Secretary and Colonial Treasurer respectively. In alluding to the first appearance of Mr. Bellios at the Council table, His Excellency remarked that this was the first occasion during his Government on which four really unofficial members had been present at any meeting. Mr. F. Bulkeley Johnson wished to know what was the cost of printing private bills in the *Government Gazette*, as the printer had charged for the Tramway Ordinance the sum of \$60, which he considered a gross imposition. He understood the Government Ordinances were printed for \$187, and hoped the Governor would protect the public against such charges. His Excellency promised to look into the subject. In a rather lengthy speech Mr. Johnson suggested some alterations in the management of the meetings of the Legislative Council, dwelling especially on the desirability of having fixed times for the meetings, also recommending that notice of the agenda at each meeting should be sent to members at least two days before each sitting, the same being also supplied to the press. His Excellency expressed his thanks for these suggestions, and promised to give the matter his best attention.

In laying before the Council the Colonial Estimates for 1881, the Governor detailed at length, with great eloquence and displaying his customary statistical ability, the various phases of the question. We hope to deal exhaustively with the subject another time, so will merely observe here that the financial condition of the colony is highly prosperous. The Tramway Bill, on the proposition of Mr. F. Bulkeley Johnson, seconded Mr. Ng Choy, was formally read for the first time. Mr. Johnson's explanation as to why Mr. Ng Choy now seconded the proposal instead of heading an opposition tramway scheme, as that worthy councillor had with a rather wild display of eloquence at a former Council meeting expressed his firm intention of doing something plausible enough; but yet it hardly fits in with Mr. Choy's famous declaration, to which we have previously referred. Two amendments slightly altering the standing orders, so as to allow a discussion to take place on the first reading of a bill if it were considered necessary, and to permit the insertion of a bill in the *Gazette* immediately after its introduction instead of keeping it over until the following issue, were adopted on His Excellency's proposal. A motion of which notice had been given by Mr. Johnson, that certain papers concerning the passenger traffic through this colony, should be laid on the table, was brought forward by that gentleman, and led to an exhaustive and very important debate on the vexed Chinese Emigration question, to which we will devote attention by and by. Speeches were made by Mr. Ryrie, the Attorney-General, and His Excellency the Governor, the proposal being eventually agreed to. A Supplemental Appropriation Bill for 1880 of \$20,743, was passed through the various stages, and read a third time. His Excellency announced that the Secretary of State had authorised a grant of \$2,880 to the widow of the late Mr. D'Almada. Referring to the payments made in excess of estimates, Mr. F. Bulkeley Johnson suggested, in commenting on an item of \$2,000 for tree planting, that it might be advisable to try the experiment of introducing some trees of commercial value into the colony, such as *gutta percha*. Mr. Ryrie believed that Mr. Ford was very anxious to introduce trees of this description, and His Excellency also concurred in what Mr. Johnson had said, as he considered that in addition to the sanitary improvement obtained from tree planting, something also commercially might be gained.

The Council adjourned until Monday next.

Captain N—, who lately arrived at Boston, when going up to the wharf, ordered an Irishman to throw over the buoy; and going below a few minutes, he called to the Irishman, and asked him if he had thrown the buoy. "No," said he, "I couldn't catch the boy, but I throw over the old coat."

LATEST COMMERCIAL INTELLIGENCE.

Wednesday, August 24th, 1881.
One o'clock P.M.

Dullness still remains supreme on the Stock Exchange. There were a few, very few, Banks sold yesterday at 106 per cent. premium for cash, and not a single transaction in any other stock has been recorded. We would direct attention to the Report of the Directors of the Hongkong and Whampoa Dock Company, Limited, which we publish elsewhere. The report may be considered a very satisfactory one, and a net profit of \$95,374.54 on gross earnings totalling \$532,491.66 shows a remunerative average. We shall have something further to say on this subject in our next issue.

Shares.

Hongkong and Shanghai Banking Corporation Shares—106 per cent. premium, ex div. Sales.
Union Insurance Society of Canton—\$1,675 per share ex dividend.
China Traders' Insurance Company's Shares—\$1,600 per share, ex. div.
North China Insurance Company—Tls. 1,125 per share.
Yangtze Insurance Association—Tls. 820 per share.
Chinese Insurance Company, —\$305 per share, Buyers.
On Tai Insurance Company, Limited—Tls. 118 per share.
Hongkong Fire Insurance Company Shares—\$995 per share.
China Fire Insurance Company's Shares—\$285 per share, Sellers.
Hongkong & Whampoa Dock Company's Shares—48% premium.
Hongkong, Canton & Macao Steam boat Company's Shares—\$23 per share premium, Sellers.
China Coast Steam Navigation Company—Tls. 162 per share.
Hongkong Gas Company's Shares—\$82 per share.
Hongkong Hotel Company's Shares—\$103½ per share, Sellers.
China Sugar Refining Company, Limited—\$155 per share, Ex. Div.
China Sugar Refining Company (Debentures)—3 per cent premium.
Hongkong Ice Company's Shares—\$127½ per share, Sellers.
Hongkong & China Bakery Company, Limited—\$43½ per share.
Chinese Imperial Government Loan of 1878—3½% premium.
Chinese Imperial Government Loan of 1881—3½% premium.

Exchange.

On LONDON.—
Bank Bills, T.T., 3/8½
Bank Bills, at 30 days' sight, 3/8½
Bank Bills, at 4 months' sight, 3/8½
Credits, at 4 months' sight, ... 3/9
Documentary Bills, at 4 months' sight, 3/9½
On PARTS.—
Bank Bills, on demand, 4.64
Credits, at 4 months' sight, ... 4.74
On BOMBAY.—
Bank, T.T., 221½
On CALCUTTA.—
Bank, T.T., 221½
On SHANGHAI.—
Bank, T.T., 72
Private, 30 days' sight, 72½

Hongkong Temperature.

(Taken at Messrs. Falconer & Co.'s Register, Queen's-road).

HONGKONG, 23rd & 24th August.
BAROMETER—1 P.M. 29.742
Do. 4 P.M. 29.740
THERMOMETER—1 P.M. 80.
Do. 4 P.M. 77.
Do. 1 P.M. (Wet bulb) 77.
Do. 4 P.M. Do. 74.
BAROMETER—9 A.M. 29.884
THERMOMETER—9 A.M. 80.
Do. 9 A.M. (Wet bulb) 77.
Do. Maximum 80.
Do. Minimum (over night) 78.

A boy in the country stumbled into a vat in a brewery, and the local editor exclaims, "Vat's the matter?"

"I am happy, Ned, to hear the report that you have succeeded to a large landed property." "And I am sorry, Tom, to tell you that it is groundless."

An Irishman being asked what he came to America for, said, "Arrah, by the powers! you may be sure that it wasn't for *want*, for I had plenty of that at home."

HONGKONG AND WHAMPOA DOCK COMPANY.

The following is the Report of the Board of Directors of the Hongkong and Whampoa Dock Company, Limited, to be presented at the Ordinary Half-yearly Meeting of Shareholders, to be held at the Offices of the Company, No. 14, Praya, Hongkong, on Monday, the 29th August, 1881, at 3.30 o'clock p.m.:

To the Shareholders of the Hongkong and Whampoa Dock Company, Limited.

Gentlemen.—The Directors have now to submit to you their Report with a Statement of Accounts for the half-year ending the 30th June last.

The work done in the various Establishments has increased considerably since the acquisition of the Cosmopolitan Dock Company's property; the gross earnings are larger than in any previous six months, and the Directors trust that the profit realized will be considered satisfactory by the Shareholders.

The total receipts for the half-year are \$535,491.66, and the net profit, after paying interest due and all charges (including law expenses) amounts to \$95,374.54 to which has to be added for the balance brought forward from last account ... 1,489.20

making available for appropriation 96,863.74 from which has to be deducted.—
Directors' fees...\$3,000.00
Auditors' fees... 250.00
3,250.00

\$93,613.74

The Directors recommend that a dividend of 4 per cent., \$50,000, be paid to the Shareholders, a bonus of \$10,000 to contributing Shareholders, \$10,000 be written off the value of Machinery, Tugs, and Steam Launches, \$21,233.22 be placed to Reserve Fund, and the balance, \$2,380.52, be carried to new account.

The Capital of the Company has been increased to \$1,250,000 by the issue of 2,000 new Shares of \$125 each, in accordance with the resolution passed at an Extraordinary Meeting of the Shareholders on the 31st December last.

The new Shares have been issued at a premium of 12 per cent., yielding a profit of \$30,000, which have been carried to Reserve, and if the appropriation of \$21,233.22 be sanctioned by the Shareholders, this fund will amount to \$80,000.

Since the closing of the account, the Directors have sold the Belcher's Bay property for \$90,000, and the MacDonald's Slip property for \$85,000. The Slip at present at Belcher's Bay will be removed to and employed at Kowloon; the MacDonald's Slip has not yet been disposed of.

The Plant and Machinery at all the Establishments are in perfect working order, and the Directors look forwards with confidence to continued prosperity.

H. Horpiss, Chairman.

SHIPPING INTELLIGENCE.

ARRIVALS.

August 23, *Schwan*, German brig, 276, T. Schroder, Newchwang 26th July, Beans.—Siemssen & Co.
August 23, *Hermine*, Swedish bark, 289, F. Lunngreen, Keelung 9th August, Coals.—Meyer & Co.
August 23, *Foochow*, British steamer, 709, Thos. Clegg, Chinkiang 18th August, Rice.—Butterfield and Swire.
August 23, *Anger Head*, British steamer, 1,299, Alfred Roper, Cardiff 8th July, and Singapore 16th August, Coals.—Douglas, Lapraik & Co.
August 23, *Yarra*, British bark, 463, Schutt, Newchwang 7th July, Beans.—Captain.
August 23, *Tartar*, German brig, 256, H. Kaomena, Keelung 15th Aug., Coals.—Melchers & Co.
August 23, *Lochiel*, British 3-m.schr., 216, D. S. Ewan, Newchwang 5th August, General.—Wo Hing.
August 24, *Atalanta*, German steamer, 787, Pfaff, Shanghai 20th August, General.—Siemssen & Co.
August 24, *Diamante*, British steamer, 514, R. F. Cullen, Manila 21st August, General.—Russell & Co.

August 24, *Wycliffe*, British steamer, 602, Paul Berner, Newchwang 15th August, Beans.—Chung Woo.
August 24, *Cheang Hock Kian*, British steamer, 956, F. Webb, Penang 14th August, and Singapore 17th, General.—Ban Hin & Co.

August 24, *Pekin*, British steamer, 3,900, W. D. Anderson, Bombay 2nd July, and Singapore 17th August, General.—P. & O. S. N. Co.

August 24, *Tamsui*, British steamer, 919, J. Whittle, Shanghai 18th August, and Woosung 20th, General.—Butterfield and Swire.

August 24, *Telemachus*, British steamer, 1,421, H. Jones, Singapore 5th July, General.—Butterfield and Swire.

August 24, *Palos*, American gunboat, 400, Lieut. Commander, Francis M. Green, Shanghai 17th August.

August 24, *Tientsin*, British steamer, 682, Robinson, from Chinkiang, Rice.—Butterfield and Swire.

August 24, *Decima*, German steamer, 1,151, L. Peterson, Cardiff 9th July, Coals.—Siemssen & Co.

DEPARTURES.

August 23, *Yangtsze*, British steamer, for Canton.

August 23, *Africa*, German steamer, for Shanghai.

August 23, *Foochow*, British steamer, for Canton.

August 24, *Larch*, British steamer, for Shanghai.

August 24, *Tamsui*, British steamer, for Canton.

August 14, *Welle*, German steamer, for Hoihow, &c.

PASSENGERS.

ARRIVED.

Per British steamer *Foochow*, from Chinkiang, 3 Chinese.

Per British 3-m.schr., *Lochiel*, from Newchwang, Mrs. Ewan and 2 children.

Per British steamer *Pekin*, from Bombay, &c., 16 Chinese.

Per British steamer *Tamsui*, from Shanghai, 1 Chinese.

Per British steamer *Telemachus*, from Singapore, Messrs. Martin, M. Lewellyn, Howrozel and wife, and 250 Chinese.

Per British steamer *Cheang Hock Kian*, from Penang, &c., 262 Chinese.

Per British steamer *Diamante*, from Manila, Messrs. McG. Smith, M. Blazo, S. Verlette, L. Leopold, J. H. Hall, S. H. Hall, and J. Smith, and two Europeans and 150 Chinese deck.

SHIPPING REPORTS.

The British steamer *Tamsui*, from Shanghai, reports moderate variable winds with heavy swell from Southward.

The Swidish bark *Hermino*, from Keelung, reports fine and variable weather to the Lamocks, from thence strong N.E. wind and much rain.

The British steamer *Wycliffe*, from Newchwang, reports had strong Southward and S.W. winds throughout, and very heavy sea from Formosa Channel to port.

The British 3-m.schr., *Lochiel*, from Newchwang, reports light variable winds to 20th August, from thence strong N.E. and Easterly gales up to arrival.

The German brig *Tartar*, from Keelung, reports heavy gale from N.N.E., which increased to a typhoon. Anchored on Sunday night at 10 o'clock under Lamma Islands for shelter.

The British steamer *Diamante*, from Manila, reports had fresh S.W. winds and heavy rain, confused sea throughout.

The British steamer *Cheang Hock Kian*, from Penang, &c., reports experienced variable winds and unsettled weather throughout, with a heavy N.E. sea. Anchored in West Lamma Channel last night at 8 p.m.

The British steamer *Pekin*, from Bombay and Singapore, reports left Singapore 15th August, with fine weather and light S.W. winds, thence to arrival strong South-west winds, overcast thick rainy weather, heavy cross sea; barometer 29.60.

T. N. DRISCOLL.

TAILOR, HOSIER, HATTER,

AND

GENERAL OUTFITTER.

45, and 47, QUEEN'S-ROAD.

MacEWEN, FRICKEL & CO.

GENERAL STOREKEEPERS, &c.

HAVE FOR SALE.

Groceries.

Crosse & Blackwell's, Celebrated Household Stores.

John Moir & Sons', Celebrated Household Stores.

American Stores of all descriptions.

Huntley & Palmer's BISCUITS & CAKES,

BUTTER, Danish & French, Philippe & Canaud's PATES &c.

CHUTNIES & CURRY POWDER, TEYSSONEAU'S

FRUITS in juice.

COFFEE, SUGAR, &c., &c.

Wines, Spirits, &c.

CUTLER PALMER & Co.'s "CARTE BLANCHE," HEIDSIO & Co.'s MONOPOLE, pts. and qts. ADOLPHE

COLLIN'S BOUZY CABINET.

MUMM'S (Jules) CHAMPAGNE pts. and qts.

NEYEN'S (BODEN) BOUZY, pts. and qts.

EXTRA SEC. quarts.

Charles Heidsieck's WHITE SEAL, pts. and qts.

ARAUZAN (Chateau), pints and quarts.

ERMITAGE LUDON. THIBOEUF (Chateau), pints and quarts.

CHATEAU LAROSE (Curee & Adet's), pints and quarts.

CHATEAU

To be Let.

WITH IMMEDIATE POSSESSION.
ONE Basement, Two First Floors,
One Top Floor and a fine large
Stone Godown at the Blue Buildings,
Praya East.
Rent Moderate.

Apply to
J. M. GUEDES, Jr.
Hongkong, 26th July, 1881.

TO LET.

TWO HOUSES in STAUNTON
STREET, Nos. 9 and 11, each
containing 4 Rooms, bath rooms, &c.,
water laid on.
Rent, \$25 per month.

Apply to
J. M. GUEDES, Jr.
Hongkong, 30th July, 1881.

TO LET AT SPRING GARDENS.

THREE HOUSES containing Three
Rooms on Upper Storey, with
servants' quarters, &c., at \$15. per
month.

Also Upper Storey of House No. 213
B. Spring Gardens, containing Two
Rooms, Kitchen, and Bathroom at
\$10. per month.
Water laid on to all the houses.

Apply to
J. M. GUEDES, Jr.
Hongkong, 24th July, 1881.

For Sale.

FOR SALE CHEAP.

A First Class PONY PHAETON
by Lorry of Croydon.
Apply to

M. A.
The "Hongkong Telegraph" office.
Hongkong, 24th June, 1881.

FOR SALE.

VALVOLINE CYLINDER OIL.
THIS Oil is a lubricant for the Valves
and Cylinders of Steam Engines,
and is free from the objections which
exist against the use of tallow or vegeta-
ble oils.

J. M. ARMSTRONG.
Hongkong, June 28, 1881.

FOR SALE.

DRIME GENEVER in Stone Jars;
MARTEL BRANDY $\frac{1}{2}$ pt. at \$6.50 per
Dozen; WOLFE'S SCHNAPPS and KUM-
MEL, Good NAVY COCOA (retail at 20
Cents per lb.); SALOON RIFLES and
CARTOUCHES, Good REVOLVERS, RELOAD-
ING CAPS, SHOT and CARTRIDGE CASES
in Sizes, &c., &c.

J. F. SCHEFFER,
54, Praya Central.
Hongkong, 15th June, 1881.

FOR SALE.

A FEW DOUBLE BARREL BREECH-LOAD-
ING GUNS, 100 Loaded Cartridges
and Bags with them, at \$20 each.
J. F. SCHEFFER,
54, Praya Central.
Hongkong, 15th June, 1881.

Intimations.

C. L. THEVENIN.

WINE AND SPIRIT MERCHANT,
AND COMMISSION AGENT.
HONGKONG HOTEL BUILDING,
QUEEN'S-ROAD CENTRAL.

A. MILLAR & Co.,
PLUMBERS, GASFITTERS,
COPPERSMITHS, AND BRASS-
FOUNDERS, OFFICE AND WAREROOM
FLETCHER'S BUILDINGS, QUEEN'S-ROAD
EAST WORKS—SPRING
GARDENS, WANCHAI.

William Schmidt & Co.
GUNMAKERS, &c.
BEACONFIELD ARCADE.

Arms, Ammunition, and Requisites
of every description.

Arms Repaired, Cleaned, or Converted
at moderate charges.

Sporting Guns and Ammunition
always on hand.

R. FRAZER-SMITH,
PUBLIC ACCOUNTANT,
ARBITRATOR,
AND
COMMISSION AGENT.
CLUB CHAMBERS, HONGKONG.

Intimations.

RECORD of AMERICAN and
FOREIGN SHIPPING.
Agents,
ARNHOLD, KARBERG & Co.
Hongkong, 15th June, 1881.

THE Undersigned have been ap-
pointed AGENTS to the NEW
YORK BOARD of UNDER-
WRITERS.

ARNHOLD, KARBERG & Co.
Hongkong, 15th June, 1881.

T. ALGAR AND COMPANY,
HOUSE AND ESTATE
AGENTS.
RENTS COLLECTED.

BROWN, JONES & Co.,
UNDERTAKERS.
MOUING STATIONERY, &c.
MONUMENTS ERECTED.
9, HOLLYWOOD ROAD.

Hongkong Horse
Repository.

LIVERY STABLES,
AND DAIRY.

J. KENNEDY,
TROUPEUR.
Carriages of every Description
For Sale, or Hire.

BOARD AND LODGING, in a Family
House, a few minutes walk from
town: Single men, \$25. a month
with room furnished. Family, accord-
ing to arrangement.

Apply to the office of this Paper.
Hongkong, 1st August, 1881.

N. M. KHAMISA,
Drapery Store, Nos. 8 and 10,
Peel-street,

HAS For Sale, ex recent arrivals,
European Goods.

Coloured Alpaca.
French Prints.
Coloured Flannels.
Pompadour Satin.
Crewel Work of latest fashion.
Tooth Brushes.
Andalusian Wool (all colours).
Infants' Christening Robes.
Ladies' Skirt Pleating.
Frilling, assorted kinds.
Children's White Washing Hats.
Carrying Cloaks.
Ladies' Costumes of the best quality
and latest designs.

Pale blue, pale pink, and cream Mull
Muslins.

Infants' Silk Bonnets.

Pale, blue, and cream Book Muslins.
Ladies' Silk Hose—black, white, and
colored.

White Silk Mittens.

Ladies' striped Cotton Hose.

Gentlemen's White and Balbriggan
Half-hose.

Gentlemen's, Ladies', and Children's
Gauze Singlets.

Silk Ribbons.

Stays and Silk Scarves.

French and Swiss Embroidery.

Gentlemen's White Linen Shirts and
Drawers.

Hair Brushes.

J. & P. COUTES' Machine Cotton, 300
yards reel, and a lot of useful
articles for Ladies dresses, &c.

Almond Rock.

Vanilla Toffee.

Butter Mint.

Butter Scotch.

Indian Goods.

Gentlemen's Smoking Caps.

Cashmere Shawls.

Cashmere Cloth for Ladies' Dresses.

Indian Jewellery, comprising Silver
Bangles, Neck-laces, Belts, &c.

Ramoores Chudier.

&c., &c., &c.

Chinese Goods.

Silk Crepe Shawls, Silk Hand-

kerchiefs, Scarves, &c., &c.,

Hongkong, 21st June, 1881.

FOR SALE.

A USTRALIAN WINES,
PORT AND SHERRY,
of the finest quality, from Coolatta
Vineyard, Branxton, Hunter River,
N.S.W.

Apply to
R. FRAZER-SMITH,
Club Chambers.
Hongkong, June 24th, 1881.

F. VINCENT,

No. 4, PEEL-STREET,

HAS For Sale ex late arrivals.

Wines received direct from
Bordeaux.

Chateau Lafite ... per doz. qts. \$11.00

Do. per 2 doz. pts. \$12.00

Chateau Larose ... per doz. qts. \$11.00

Do. per 2 doz. pts. \$12.00

Chateau Margaux per doz. qts. \$11.00

Do. per 2 doz. pts. \$12.00

Chateau Leoville per doz. qts. \$11.00

Do. per 2 doz. pts. \$12.00

St. Emilion ... per doz. qts. \$ 7.50

Duplessis Cottage per doz. qts. \$ 6.00

Medoc ... per doz. qts. \$ 7.50

St. Julien ... per doz. qts. \$ 6.50

Do. per doz. pts. \$ 7.00

Chateau de Choisy per doz. qts. \$ 5.00

Bonne Cote Vieux per doz. qts. \$ 5.00

Do. per doz. pts. \$ 5.50

Bordeaux Claret } per doz. qts. \$ 3.50

Montforant ... } per doz. qts. \$ 4.00

Do. per doz. pts. \$ 2.50

Do. per doz. pts. \$ 3.00

St. Julian in cask \$80.00

Medoc } \$55.00

Bordeaux Breakfast } \$38.00

Do. half-cask \$20.00

Haute Sauterne ... per doz. qts. \$ 9.00

Vieux per qt. \$ 6.50

Muscat Grenache, recom- } \$ 7.00

mended for invalids, ... } \$ 7.00

Marsala ... per doz. qts. \$ 6.00

Brandies, Spirits and Liqueurs.

W. R. Randon Vineyard } ... \$ 6.00

Proprietors ... } \$ 6.00

Kirsch-Wasser ... per doz. qts. \$10.00

Cavalier Freres fine } per dozen \$ 8.00

Champagne ... } per dozen \$ 8.00

Irish Whiskey, L.L. ... per doz. \$ 6.50

Scotch per doz. \$ 6.00

Bourbon per doz. \$12.50

Absinth Pernod Fils ... per doz. \$ 8.00

Mouillet ... per doz. \$ 8.00

Noilly Prat ... per doz. \$ 6.50

Yellow Chartreuse per doz. qts. \$25.00

Do. per btl. \$ 2.25

Green ... per doz. qts. \$30.00

Do. per btl. \$ 2.50

F. V. Respail ... per doz. qts. \$14.00

Do. per btl. \$ 1.50

Creme de Noyau } per doz. qts. \$13.00

Mario Brizzi } per doz. qts. \$13.00

Do. per btl. \$ 1.25

Creme de Rose ... per btl. \$ 1.25

Cacao de Vanilla ... per btl. \$ 1.25

Curaçao Marie } per doz. qts. \$22.00

Do. per bottle \$ 2.00

Red Curaçao Fockink (Genuine) } \$22.00

per dozen qts. } \$22.00

Do. per btl. \$ 2.00

Do. per $\frac{1}{2}$ stone btl. \$1.25

Peppermint } ... per doz. qts. \$14.00

Get Freres } per doz. qts. \$ 5.00

Do. per btl. \$ 1.50

Alcohol of Menthe from Riegle } \$ 0.60

(Lyon) per bottle. } \$ 0.60

Benedictine per doz. pts. \$10.00

Do. ... per pt. btl. \$ 1.00

Noilly Prat Ver. } per doz. qts. \$ 5.00

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SUPPLEMENT TO THE "HONGKONG TELEGRAPH."

HONGKONG, WEDNESDAY, AUGUST 24TH, 1881.

TIMING HORSE RACES.

Our worthy contemporary the *Shanghai Mercury* has recently been expatiating on the above subject, although we must admit with hardly that amount of practical common-sense, which we might have expected from such a recognised authority on racing matters. We gather from our contemporary's remarks that timing horse races was a practice much more in vogue in England during the end of the last, and the beginning of the present, century than is the case at present. We gravely question this assertion, in fact we will go even farther and say that timing races in England is comparatively a modern innovation.

There are certainly some old records in existence of performances achieved

at the end of the last century, but they are totally unreliable. We may quote one instance which will serve as a sample of the rest. On March 25th, 1799, at Newmarket, Hambledonian and Diomed, the two best horses of the time, ran their celebrated match over the Beacon Course (4 miles 1 furlong 143 yards) for 3,000 guineas, the former winning, after a tremendous struggle, in the last stride by a short neck. The time published for this race was 8 minutes 25 seconds, but a great many people asserted that this was incorrect, and that the actual time was 7 minutes 30 seconds, a difference of no less than 55 seconds. And similar discrepancies occur in numerous other cases which could be quoted. Flying Childers was an exceptionally good horse, but his reputed mile inside a minute is simply ridiculous. The St. Leger was first timed in 1810, and then we have no record until eight years afterwards, and it was not until 1833 that timing became a regular institution in connection with the classic race at Doncaster. The first Derby timed was in 1846, when Pyrrhus the First won the Blue Riband for John Gully, M.P., ex-champion of the P.R.; and the time for the Oaks was first placed on record the same year, Mendicant, also the property of Mr. Gully, covering the distance in 2 minutes 53 seconds.

Our contemporary's observations appear to have been elicited by an article in the *Fortnightly Review*, written for the purpose of proving the deterioration of the English racehorse by Sir Francis Doyle. The *Mercury*'s comments on the article as follows:—

Sir Francis is of opinion that the English racehorse has seen his best day; we think he proves his case. A strong contrast may be drawn between Mulatto, who won the Doncaster Cup in 1827 (2 miles 5 furlongs 14 yards), in 4m. 12s., and Robert the Devil, who won the Cesarewitch in 1880, 2 miles 2 furlongs 48 yards in 4m. 40s. Sir F. II. Doyle erroneously calls it 2 miles 210 yards. Robert the Devil, a three-year-old, carried 8st. 6lbs., a heavy weight for a three-year-old, and there were 20 horses behind him. A China pony can do nearly as fast as that carrying a heavier weight. Tajmahal ran two miles in 4m. 28s. in the Syce Stakes at the Autumn Meeting in 1880, carrying 10st. 11lbs.; he could probably have done the Cesarewitch distance in 5 min. At the weight-for-inches scale in vogue here, an English racehorse would have to carry two stone more than Tajmahal, or fifty per cent. more than Robert the Devil carried. In 1818 Blacklock galloped the first two miles of a race in 3m. 37s. In 1810 Octavian won a two mile race in 3m. 30s. Four mile races were the fashion in the early part of the century. The fastest on record was Filhodaputra's victory in the Richmond Cup of 1815, which he won in seven minutes, after having lost two hundred yards by bolting off the course.

To deal with Sir Francis Doyle's assertions and arguments from a scientific standpoint for the *clientèle* of a newspaper published in China would be simply absurd. Not one in a hundred could be expected to have any interest in, or practical experience, of a subject which is only understood by men who have devoted years to its study from every possible aspect, and who have, moreover, had an extensive personal experience of that noblest of living animals, the

English race-horse. Sir Francis Doyle's theories are like his so-called facts not worth serious consideration; his arguments have been worn threadbare by dozens of enthusiasts of the same way of thinking during the past twenty years. Although we do not intend going deeply into the question of the relative merits of the racehorse of to-day and that of eighty years ago, for the reasons stated above, there is a sufficiently strong sporting feeling among us to justify a few cursory statements being adduced, for the purpose of reassuring readers who may be induced on the strength of the *Mercury*'s "tip" to believe that the decline of our thoroughbreds is really *in fait accompli*.

In asserting with some confidence that the English race-horse of to-day is incomparably superior to his predecessor of more than a century ago, not only in beauty of form and outline, but in speed and stamina, we are merely reiterating the views and opinions of the greatest of our turf authorities. We would ask our readers to look at the paintings of Matchem, Flying Childers, Bay Bolton, Diomed, Hambledonian, or any of the celebrated cracks of auld langsyne, short, cobby-looking nags of the hunter stamp, and compare them with Harry Hall's pictures of West Australian, Blair Athol, Blue Gown, Doncaster, Achievement, Marie Stuart, Petrarch, and the many other celebrities of living memory. The horses of to-day are just as much superior to their forefathers on the racecourse, as they are in size and general beauty.

We have had occasion to express our opinion that timing race-horses is a thoroughly unreliable test, a delusion and snare in fact. We know from practical experience that such is the case. The *Shanghai Mercury* sporting authority believes in the time test, and doubtless to his own satisfaction has good reasons for the belief, at all events so far as China ponies are concerned. However in basing his arguments on time performances, which the above extract shows our contemporary has done, we think the times quoted should have been carefully verified, as they are not merely misleading, but, in at least one instance, grossly inaccurate. The *Mercury* writer states that a strong contrast may be drawn between Mulatto who won the Doncaster Cup 2 miles 5 furlongs and 14 yards, in 1827 in 4 minutes 12 seconds, and Robert the Devil, who won the Cesarewitch, 2 miles 2 fur. 48 yds. last year in 4 minutes 10 seconds. To commence with, the Cesarewitch course is exactly 2 miles, 2 furlongs, and 28 yards in length, so that our contemporary in trying to correct Sir F. Doyle makes a stupid blunder himself. In the second place Robert the Devil, 3 years old, carrying 8st. 6lbs., the heaviest weight ever borne to victory by a three-year-old in this race, covered the distance in 4 minutes 19 3-5ths seconds, and not 4 min. 40 seconds, as stated in the *Mercury*. But for the sake of argument, leaving the incorrectness of our contemporary's figures out of the question altogether, we would ask how can the respective performances of Mulatto and Robert the Devil be fairly contrasted? We have no authentic record of Mulatto's performance, nor in making his comparison does our critic state what weight the horse carried. Then, again, where is the sense or utility of trying to compare times made on different courses, under such widely different circumstances? Why was a comparison not instituted between Mulatto and a recent performer over the same course? The Doncaster Cup is still run for annually on the Friday of the St. Leger week. The course is still 2 miles, 5 furlongs, 14 yards, and a mare called Dresden China won this race last year carrying 9st. in 4 minutes 5 seconds. This makes Mulatto's performance look remarkably small, even conceding that the 4 minutes 12 seconds can be relied

on, which is extremely doubtful, as Mulatto was a four-year-old and carried only 8st. 3lb. It is not too much to say that the splendid daughter of Highborn and Fortress, who through Chippendale may be estimated at least seven lbs. below Robert the Devil's form, outside her allowance for sex, could have given Mulatto a stone and a half and an easy beating. Sir Francis Doyle and our *Shanghai* contemporary were rather unfortunate in this attempt to "contrast" the form of long ago with that of the present day.

The *Mercury* further states that a China pony, carrying the regulation weight-for-inches, could run the Cesarewitch distance in nearly as fast time as Robert the Devil, and he quotes Tajmahal's two miles in the Syce Stakes at Shanghai last

Autumn in 4 min. 28 seconds, as a proof of his assertion. Tajmahal is a wonderfully good pony, in fact for a distance one of the best race ponies ever seen in China, but any attempt to compare an animal of that description with Robert the Devil is childishly absurd. The late Admiral Rous used to say that weight would bring a race-horse and a donkey together, and of course that is the true principle of handicapping, but no reasonable amount of weight would fairly handicap the son of Bertrand and Cast Off and the China pony Tajmahal. Leaving the winner out of the question altogether, there is not one of the score of horses that finished behind the "Devil" in last year's Cesarewitch, that could not be relied upon to concede Tajmahal at least four stone over that distance, and then beat him easily. There is not a selling plater in England, sound on his limbs, that could not give from thirty to fifty pounds away to the best China pony that ever looked through a bridle over any racing distance. No man with any practical notions of racing would attempt to controvert this. A China pony, no matter how good or game he might be, could never go fast enough at any part of a race to make a racehorse gallop at his best pace. In a race, the rider of the horse would simply canter alongside his short-striding opponent, and win as he liked at the finish. This is what racing men call the difference of class. The celebrated Prince Charlie was the handsomest horse we ever saw, and, at any distance up to mile he never met his equal. This horse was a bad roarer, yet his class brought him home second in the St. Leger over one mile six furlongs and 132 yards, in 1872. With second rate horses Prince Charlie would have won over any distance, as they never could have forced him into his fastest pace, and he would merely have had to wait, and make use of his superior speed at the finish. We are the owner of one or two China ponies not altogether unknown to fame, and we also possess a big chestnut Australian horse, about as ugly a specimen of his class as could well be met with. The ponies alluded to have won races, and are likely enough to win again; but so far as speed is concerned they are totally unable at their best pace to get the horse out of a quiet canter, and saving a breakdown it would be the same from one hundred yards up to twenty miles. When we point out that in 1857 Skirmisher, Gemma di Vergy Saunterer, and Polestar were all placed in the Ascot Cup, over two miles and a half of the most trying course in England in 4 minutes 29 seconds, or one second longer than Tajmahal's celebrated two miles at Shanghai, we ought to hear no more of any comparisons between China ponies and English racehorses. West Australian and Kingston covered the Ascot Cup distance in 1851 in 4 minutes 27 seconds, which means half a mile start and a three lengths beating of Tajmahal's two miles in 4 minutes 28 seconds. These figures are authentic, and should satisfy the racing writer of the *Mercury* that his attempted

comparison was an error of judgment.

It is difficult to compare our pre-entrancehorse with those of the last, or the beginning of the present century by the time test alone, as the old fashioned custom of running long distances has long since been wisely abolished. Racing authorities nowadays think it is far better for horses to race two miles, or even under that distance at their best pace than to trot and canter three miles and a half, and gallop the last half mile as was the ancient custom, and we cordially agree with their views.

The *Mercury* asserts that in 1810 Octavian won a two mile race in 3 min. 30 secs; that Blacklock galloped the first two miles of a race in 1818 in 3 min. 37 secs., and that Filho da Puta won the Richmond Cup of 1815, over four miles, in seven minutes, after losing two hundred yards by bolting off the course.

The whole of these records are unreliable, but with the exception of the last-named, anyone of a dozen horses which could be named would easily beat the performances of either Octavian or Blacklock. Last year Teviotdale won the Ascot Cup over two miles of a most trying course in 3 min. 38 seconds, and he merely cantered for the last half mile; Mycene won the Northumberland Plate (2 miles) in 3 min. 35 seconds; Bay Archer the Brighton Cup (2 miles) in 3 min. 34½ seconds; Antient Pistol the Shrewsbury Cup (2 miles) in 3 min. 26 seconds, and Prestonpans the Liverpool Cup (1½ miles) in 2 min. 37½ seconds. These are only handicap performances, and it is really hard to say how much weight would be required to bring either of the horses named above on a level with Robert the Devil, Bend Or, Dresden China, Chippendale, and other great racing cracks.

The American horse Lexington ran 4 miles in a match against Lecompte in 1855, in 7 min. 23½ seconds, and with a running start he accomplished the distance in 7 min. 19½ seconds which is the best performance of the kind we have seen recorded. In 1859 Artless and Gaspar ran a dead heat for the Cesarewitch at Newmarket (2 miles, 2 fur. 28yds.) in 3 minutes 58 seconds, which is the fastest time that race has ever been won in.

In a future article we may have something more to say on the immediate question of timing horse-races; in the meantime we must content ourselves with having shown that Sir Francis Doyle and the *Shanghai Mercury* are quite at sea in their notions about the English racehorse. Frank Butler used to say that West Australian was the best horse he ever rode, and that he won all his races without ever being asked the question. The Flying Dutchman, Voltigeur, and Teddington, were also great horses, but we are strongly inclined to believe that Blair Athol, Blue Gown, Cremorne, Doncaster, Marie Stuart, Isonomy, Bend Or, and Robert the Devil could have given weight and a beating to each and all of the boasted heroes of the olden time.

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